



July 2014

NEWSLETTER FOR THE PAID & VOLUNTEER STAFF OF RAILTOWN 1897 STATE HISTORIC PARK

Upcoming Events

July 1

Ladies Luncheon 11:30am
Black Oak Casino Café
Call Marge @ 533-4595

July 2

*Wednesday trains begin every Wednesday in July and August. Starts with "Story Time in The Little Red Caboose" at 11am and trains at 12 & 2pm.

July 4

Special trains on Friday at 11, 12, 1, 2 and 3
The Brothers Strong will join us again to entertain from 11am to 3pm

July 9, 16, 23 & 30

Mid week excursion trains
Noon & 2pm

July 10-13

State Park booth at the Mother Lode Fair in Sonora

July 11-27

State Parks Exhibit at the California State Fair in Sacramento (volunteers needed)

July 23

Volunteer picnic at Pine Crest, for info call Marge
At 533-4595

July 26

Rods to Rails event with Railtown booth downtown Jamestown

August 5

Ladies Luncheon 11:30am
Eproson House in Twain Harte, Marge @ 533-4595



The popular Brothers Strong will be entertaining at Railtown for our 4th of July celebration!



This is a photo of early workers in the original round house stall, which is now the belt machine shop.
Do we know who they are and their story?

A Celebration of Sierra Railway Workers

Working today at Railtown 1897 State Historic Park, we often say that we are perpetuating the trades that have been carried out here for over 100 years. But, have you ever wondered about those who came before us? According to the Sierra Railway payroll registers (part of the park collection, these provide valuable information on who worked here, how often, how much they were paid, and which jobs they held), at times there were as many as 70 workers based out of Jamestown. Most of them lived nearby, and their neighbors were their co-workers. Their families shopped in local stores, putting purchases on tabs, which were deducted from their pay.

In the payroll registers, workers were sorted into different departments—General Offices, Roundhouse Crew, Car Shop, Machine Shop, Section Crews. They held positions like Car Cleaner, Engine Wiper, Machinist, Cook, and Freight Agent. By studying the ledgers, one can follow Gus Swanson's career path from Car Cleaner to Engine Wiper, to Roundhouse Watch, then Fireman, before finally promoting to Engineer, the position he was known for at the end of his career. According to the 1910 census, Gus was born in 1884 and immigrated to the US in 1904. According to the 1920 Census, however, he was an immigrant from Sweden. (He has a common name, so we may never understand if this was a census taker's error or intentional deception). Gus was a bachelor for many years, and owned his own house in Jamestown, on 5th Avenue. At Age 46 he was living alone in Jamestown, but by the 1940 Census, Gus was married and living in Tuolumne on 7th Avenue. According to the ledgers, he last worked for the Sierra around 1937. (continue on page 7 ➡)

The Steam Locomotives of The Sierra Railway



No 1 Porter 2-6-0



No 2 4-4-0



No 4 Baldwin 4-4-



No 3 Rogers 4-6-0

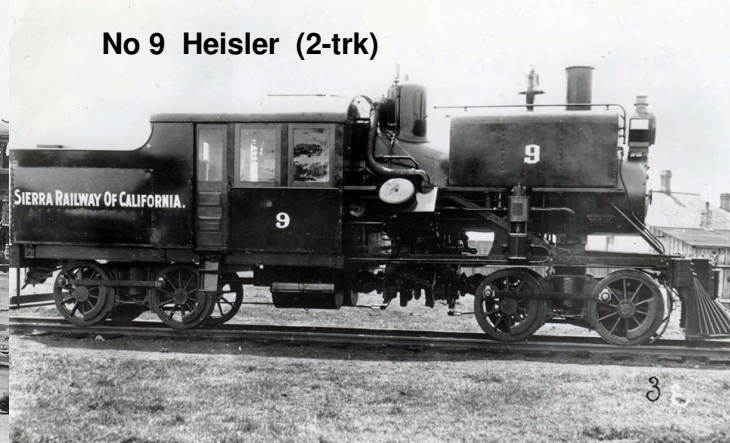


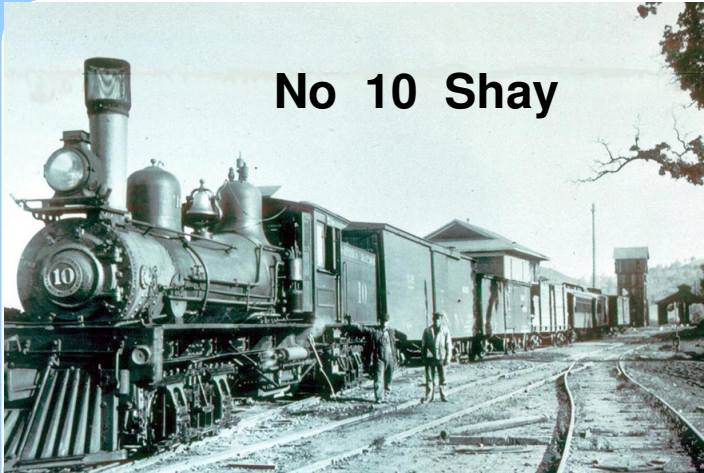
No 6 Baldwin 4-4-0

No 7 Baldwin 4-4-0

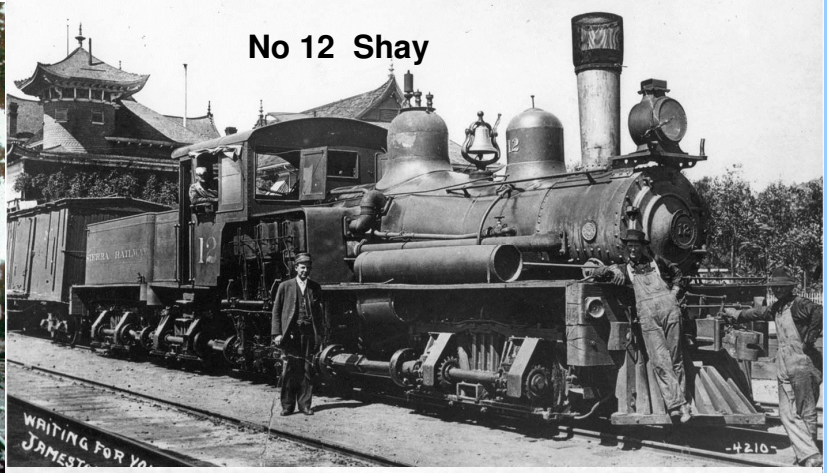


No 9 Heisler (2-trk)

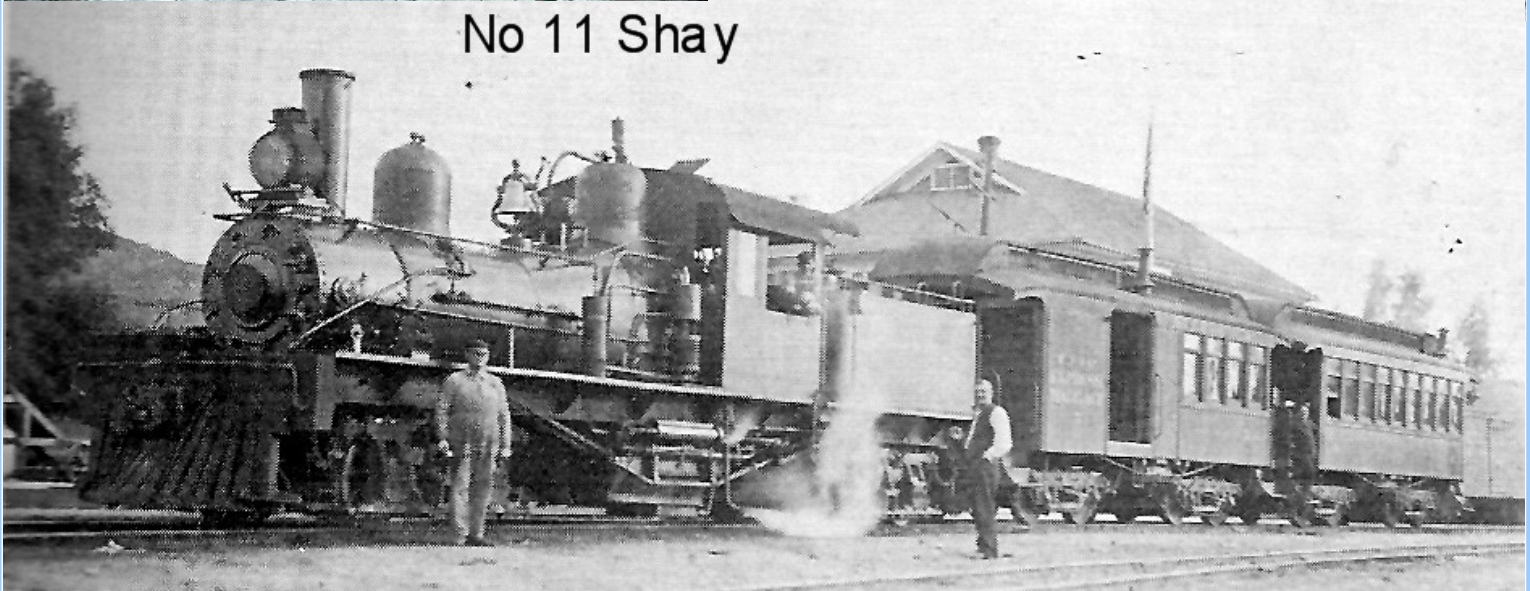




No 10 Shay



No 12 Shay



No 11 Shay



No 18 Baldwin 2-8-0



No 20 Baldwin 2-8-0

The number 18 was built for the Sierra Railway in 1906, arriving at Jamestown in February 1907. In 1918 It received the Schmidt superheater and Baker piston valve conversion. It served as the Sierra Railway's Primary movie locomotive from 1930 to 1952. It was retired from service in 1952 after major overhaul work began. The tender was sold to the Tidewater Southern Railway in 1953 for use behind their No. 132 (which was formerly Sierra Railway's No. 32. Engine No. 18 was sold to West Coast Trailer Sales in Sacramento in 1966, where it sat in derelict condition. A Mr. Fred Kepner bought it in 1986 and it was moved to storage near McCloud, Ca..

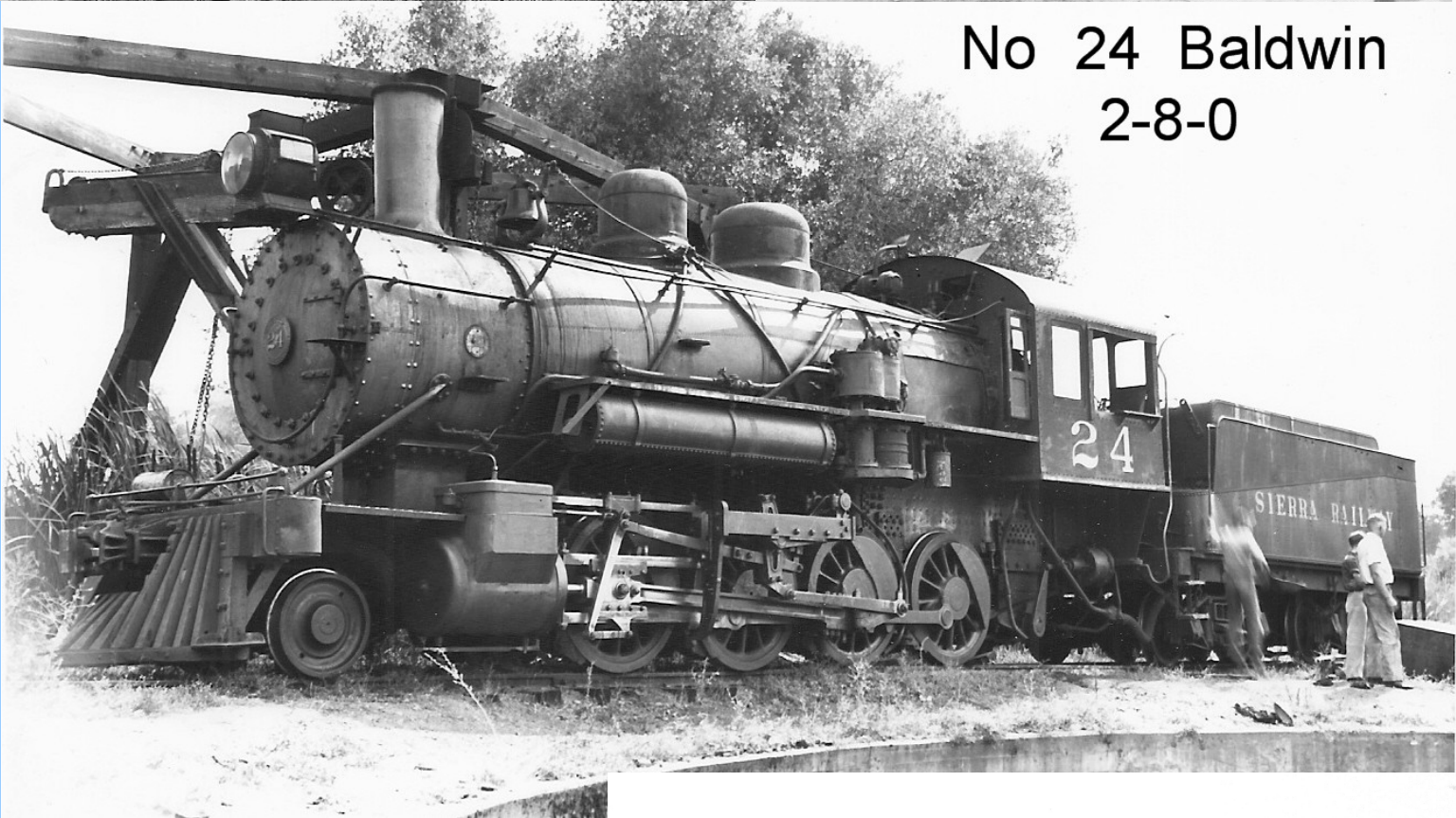
No 22 Baldwin 2-8-0



No 26 Baldwin 2-6-0



No 24 Baldwin
2-8-0



No 28 Baldwin 2-8-0



No 30 Baldwin 2-6-2





No 32 Baldwin 2-6-2



No 36 Schenectady 2-8-2



No 34 Baldwin 2-8-2



No 38 Baldwin 2-6-6-2

How Much Does Sierra Railway Shay #2 Weigh?

By Dave Tadlock



There has been discussion as to how much Sierra Railway Shay #2 weighs.

According to Lima Locomotive Works* the #2 was built new in 1922 for Hutchinson Lumber Company, construction #3177 listed as a Class C-90-3 showing an “as built” empty weight of 175,000 lbs., or 87 tons.

It also listed the #2 as having a water capacity of 3,500 gallons and fuel capacity of 1,500 gallons.

Traditionally, the weight of a given locomotive is determined by its empty or dry weight. But if you wanted an operating weight you could add the weight of water and fuel the locomotive carried.

In the case of the #2, its tender carries 3,500 gallons of water. At 8.34 pounds per gallon that adds another 29,190 pounds. With the addition of the fuel oil capacity of 1,500 gallons (used motor oil weighs approximately 7 pounds per gallon) you add additional 10,500 pounds. Adding the weight of the water (29,190) and fuel (10,500) to the empty weight of 175,000 gives us the running weight of 214,690 or 107 tons.

So the answer 87 tons as built empty weight or 107 tons fully loaded would be correct.

References:

Shay Titan of the Timber, Michael Kroch 1971
ShayLocomotives.com



Railtown News

Annual Volunteer Field Trip Planned

Last year's September volunteer field trip was a blast! We all went to Virginia City and rode the V & T. This year, buckle up, we're going to Roaring Camp in Felton to ride the train. The tentative itinerary is as follows: Tuesday, September 16 at 9am, leave for Santa Cruz. A lunch stop on the way, probably Fremont at Noon and then on to the Wilder Ranch State Historic Park for an insiders tour at 2:30pm. Afterwards, drive to our lodging in Santa Cruz (I'm trying to find a group rate). Have dinner and spend the evening with fellow volunteers at the Santa Cruz boardwalk. The rides are closed in September but there's still plenty to see and enjoy the ocean air. Breakfast no later than 9am, Wednesday morning the 17th and then on to Roaring Camp to catch their only train of the day at 11am. The ride is only an hour and 15 minutes, and I'm hoping to line up a behind the scenes shop tour. Afterwards return home. How's that? If interested please email or call, so I can compile a list of all who want to go.

Story Time in The Little Red Caboose

On diesel days starting July 2nd and every Wednesday in July and August, we will be featuring a story time led by Nancy Johnson for children 2 thru 8. Parents can bring their children to hear railroad stories read by Nancy from 11-11:30am. Then, the excitement continues as they anticipate boarding the train which will depart at 12noon.

(Continued from page 1)

Another interesting Engineer is George Wright. According to an article in Chispa (a publication of the Tuolumne County Historical Society), George was the engineer at the throttle of the first passenger train to arrive in Jamestown in November 1897. George is listed as an Engineer from the earliest registers, and through several decades. I also seems he was the first engineer on the Visalia and Tulare Railroad, and worked there for about 10 years before coming to the Sierra.

In some respects, the Train Crews were the stars of the railroad, they often became part of people's daily routine as they travelled through towns, and they were the highest compensated. But the ledgers also provide the names of the more itinerant employees on the Section and Bridge Crews. During some periods of the railroad's history, these crews were comprised of homogenous immigrants—sometimes all Mexican, sometimes all Portuguese, sometimes English. But the ledgers show the cooks to be consistent, and Chinese. Ching Yu appears in many of these ledgers from the early years.

We are making an effort to research the histories of these workers, to better tell the stories of the railroad, and to benefit our future interpretive efforts. Towards that end, we are also hosting our first ever ***Celebration of Sierra Railway Workers***, on September 20th. This event will include an open house of the shops and roundhouse, with volunteers available to tell stories about some of the individuals who worked, live, and died on the railroad. We are also inviting descendants of these workers to come and share stories and photos; we'll have live music, and other activities.

You can be involved! We need volunteer to help search the ledgers and online records to build these stories. We need volunteers to staff the stations at the event, and we need volunteers to talk to descendants on the phone, via email, and in person, to gather their memories and memorabilia. If you are interested in being part of this exciting effort, please let us know. We have a great new resource in the Tri Dam research archive—a new computer with online access to the ledgers and an Ancestry Library account, copies of Chispas and more. Karen has been compiling "People Files" with information we have gathered to date on individuals, and is maintaining a file of descendants. There are actually still relatives residing in the neighborhoods around the park, with stories to share. We need your help to gather these stories and preserve them for the future. Email Karen at karen.kling@parks.ca.gov if you are interested in helping with this effort, selecting an employee to research. Join us informational meeting at 8:30 on Saturday, July 5th.



PO Box 1250
Jamestown, CA 95327
Return Service Requested

TO:



Depot Store- (209) 984-3953
Volunteer Desk- (209) 984-4408
Volunteer Website- <http://railtown.team.parks.ca.gov/volunteers>
Railtown Blog- www.railtown1897.wordpress.com
Newsletter Editor— Dave.Rainwater@parks.ca.gov
Crew Caboose- (209) 984-0352



Railtown Paid and Volunteer Staff Contact Information

(all area codes are 209)

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